
Appendix C

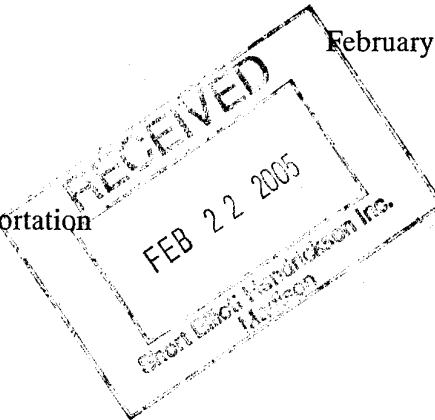
Local Government Bicycle Planning Resolutions

**JEFFERSON
COUNTY
ECONOMIC
DEVELOPMENT
CONSORTIUM**

864 Collins Rd
Jefferson, WI 53549
(920) 674-8711
Fax (920) 674-7575

February 3, 2004

Barb Feeney, AICP
Wisconsin Department of Transportation
Transportation District 1
2101 Wright Street
Madison, WI 53704-2583



Dear Barb:

Attached please find Resolution 2003-01 in support of establishing a separated bicycle lane within the State Highway 26 expansion project.

The JCEDC Board of Directors favors the development of a separated bicycle lane along the State Highway 26 corridor that is consistent with the Jefferson County Bikeway and Pedestrianway Plan.

We look forward to working with you on this project and all future projects.

If I can be of any further assistance, please contact my office.

Sincerely,

Dennis L. Heling
Executive Director

rlw

cc: All municipalities along the Highway 26 Corridor

RESOLUTION 2003 - 01

IN SUPPORT OF ESTABLISHING A SEPARATED BICYCLE LANE
WITHIN THE STATE HIGHWAY 26 EXPANSION PROJECT

WHEREAS, bicycling is a viable form of commuting, and,

WHEREAS, bicycling reduces vehicle emissions, and,

WHEREAS, Jefferson, Rock and Dodge Counties are in danger of becoming ozone non-attainment areas, and transportation emission uniformity budgeting would be a consequence of ozone non-attainment budgeting, and,

WHEREAS, bicycle commuting would help balance such an emissions budget, and,

WHEREAS, a separated bicycle lane would be a good incentive to attract economic development into Jefferson County, and,

WHEREAS, a bicycle lane along the breadth of the Hwy 26 Corridor expansion would link the Drumlin, Wild Goose, and Glacial River trails, and,

WHEREAS, separated bicycle lanes are much safer and therefore much more likely to be used by bike commuters and recreationalists than non-separated bicycle lanes, and,

WHEREAS, bicycling promotes health and fitness, which reduces health care costs and associated burdens on society, and,

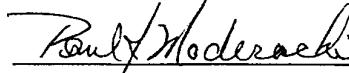
WHEREAS, the incorporation of a bicycle lane done during the planning and construction of the utility expansion will be cost effective and efficient,

NOW, THEREFORE, BE IT RESOLVED, the Jefferson County Economic Development Consortium favors the development of a separated bicycle lane along State Highway 26 corridor and consistent with the Jefferson County Bikeway and Pedestrianway Plan, and,

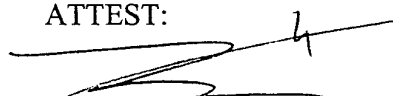
BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the WisDOT, Jefferson, Dodge and Rock counties, and all municipal governments along the Hwy 26 corridor expansion project.

PASSED AND ADOPTED by the Jefferson County Economic Development Consortium, Jefferson County, Wisconsin this 17th day of December, 2003.

Jefferson County Economic Development Consortium


Paul J. Moderacki, Chairperson

ATTEST:


Dennis Heling, Director

RESOLUTION NO. 1074IN SUPPORT OF ESTABLISHING A SEPARATED BICYCLE PATH
WITHIN THE STATE HIGHWAY 26 EXPANSION PROJECT RIGHT OF WAY

WHEREAS, bicycling is a viable form of commuting; and

WHEREAS, bicycling reduces vehicle emissions; and

WHEREAS, Jefferson, Rock and Dodge Counties are in danger of becoming ozone non-attainment areas, and transportation emission uniformity budgeting would be a consequence of ozone non-attainment budgeting; and

WHEREAS, bicycle commuting would help balance such an emissions budget; and

WHEREAS, a separated bicycle path would be a good incentive to attract economic development into Jefferson County; and

WHEREAS, a bicycle lane along the length of the Highway 26 Corridor expansion would link the Drumlin, Wild Goose, and Glacial River trails, creating a vital link in Wisconsin's recreation trail system, which would stimulate local tourism and economics; and

WHEREAS, separated bicycle paths are much safer and therefore much more likely to be used by bike commuters and recreationalists than non-separated bicycles lanes; and

WHEREAS, bicycling promotes health and fitness, which reduces health care costs and associated burdens on society; and

WHEREAS, the incorporation of a bicycle lane done during the planning and construction of the Highway 26 utility expansion will be cost effective and efficient.

NOW, THEREFORE, BE IT RESOLVED that the Fort Atkinson City Council does hereby support the simultaneous construction of a separated bicycle and pedestrian path within the Highway 26 freeway corridor expansion right-of-way; and

BE IT FURTHER RESOLVED, that the City of Fort Atkinson goes on record requesting the Wisconsin Department of Transportation to

build a diverse transportation system, which includes human powered methods, reflecting the will of the people and the future environmental and economic needs of Jefferson County.

BE IT FURTHER RESOLVED, that a copy of this Resolution be sent to the Wisconsin Department of Transportation and Jefferson County Economic Development Consortium.

PASSED AND ADOPTED by the City Council of the City of Fort Atkinson, Wisconsin, this 4th day of January, 2005.

Motion by: Cm. Simdon

Second by: Cm. Camplin

RESOLUTION NO. 2003-114

WHEREAS, bicycling is a viable form of commuting, and

WHEREAS, bicycling reduces vehicle emissions, and

WHEREAS, Jefferson, Rock and Dodge Counties are in danger of becoming ozone non-attainment areas, and transportation emission uniformity budgeting would be a consequence of ozone non-attainment budgeting, and

WHEREAS, bicycle commuting would help balance such an emissions budget, and

WHEREAS, a separated bicycle lane would be a good incentive to attract economic development into Jefferson County, and

WHEREAS, a bicycle lane along the breadth of the Hwy 26 Corridor expansion would link the Drumlin, Wild Goose, and Glacial River trails, and

WHEREAS, separated bicycle lanes are much safer and therefore much more likely to be used by bike commuters and recreationalists than non-separated bicycle lanes, and

WHEREAS, bicycling promotes health and fitness, which reduces health care costs and associated burdens on society, and

WHEREAS, the incorporation of a bicycle lane done during the planning and construction of the utility expansion will be cost effective and efficient,

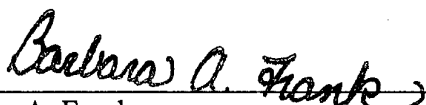
NOW, THEREFORE, BE IT RESOLVED that the Jefferson County Board of Supervisors favors the development of a separated bicycle lane along the State Highway 26 corridor and consistent with the Jefferson County Bikeway and Pedestrian Way Plan, and

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the WisDOT, Jefferson, Dodge and Rock counties, and all municipal governments along the Hwy 26 corridor expansion project.

STATE OF WISCONSIN)
) ss
COUNTY OF JEFFERSON)

I, Barbara A. Frank, County Clerk of Jefferson County, Jefferson, Wisconsin, do hereby certify that the attached is a true and correct copy of Resolution 2003-114, adopted at the January 13, 2004, Session of the County Board of Supervisors at the County Courthouse in the City of Jefferson.

WITNESS MY HAND AND SEAL this 15th day of January, 2004.


Barbara A. Frank
Jefferson County Clerk
Jefferson, Wisconsin

RESOLUTION 06-05

RESOLUTION IN SUPPORT OF ESTABLISHING A SEPARATED BICYCLE PATH
WITHIN THE STATE HIGHWAY 26 EXPANSION PROJECT RIGHT OF WAY

THE VILLAGE BOARD OF THE VILLAGE OF JOHNSON CREEK, JEFFERSON COUNTY, WISCONSIN, DOES ORDAIN AS FOLLOWS:

WHEREAS, bicycling is a viable form of commuting, and,

WHEREAS, bicycling reduces vehicle emissions, and,

WHEREAS, Jefferson, Rock and Dodge Counties are in danger of becoming ozone non-attainment areas, and transportation emission uniformity budgeting would be a consequence of ozone non-attainment, and,

WHEREAS, bicycle commuting would help balance an ozone emissions budget, and,

WHEREAS, a bicycle lane along the length of the Highway 26 Corridor would link the Drumlin, Wild Goose and Glacial River trails, creating a vital link in Wisconsin's recreation trail system, which would benefit local tourism, and,

WHEREAS, separated bicycle paths are much safer and therefore much more likely to be used by bike commuters and recreationalists than non-separated bicycle lanes; and,

WHEREAS, bicycling promotes health and fitness, reducing health care costs and associated burdens on society, and,

WHEREAS, the incorporation of a bicycle lane during the planning and construction of the Highway 26 utility expansion will be cost effective and efficient,

NOW, THEREFORE, BE IT RESOLVED, the Village Board does hereby support the concurrent construction of a separated bicycle and pedestrian path within the Highway 26 freeway corridor expansion right-of-way; and,

BE IT FURTHER RESOLVED, the Village of Johnson Creek requests the Wisconsin Department of Transportation build a diverse transportation system, including human powered methods, reflective of the desires of the people to safeguard the environmental and economic needs of Jefferson County.

BE IT FURTHER RESOLVED, a copy of this Resolution be sent to the Wisconsin Department of Transportation and Jefferson County Economic Development Consortium.

PASSED AND ADOPTED by the Village Board of the Village of Johnson Creek, Jefferson County, Wisconsin this 17th day of January, 2005.

VILLAGE OF JOHNSON CREEK,

BY: Fred Albertz
Fred Albertz, President

ATTEST:

Paul J. Moderacki
Paul J. Moderacki, Village Administrator

CITY OF LAKE MILLS

STATE OF WISCONSIN

JEFFERSON COUNTY

Resolution 05-05

**IN SUPPORT OF ESTABLISHING A SEPARATED BICYCLE PATH
WITHIN THE STATE HIGHWAY 26 EXPANSION PROJECT RIGHT OF WAY**

MAR 04 2005

OFFICE OF THE SECRETARY
WISCONSIN DOT

WHEREAS, bicycling is a viable form of commuting, and,

WHEREAS, bicycling reduces vehicle emissions, and,

WHEREAS, Jefferson, Rock and Dodge Counties are in danger of becoming ozone non-attainment areas, and transportation emission uniformity budgeting would be a consequence of ozone non-attainment budgeting, and,

WHEREAS, bicycle commuting would help balance such an emissions budget, and,

WHEREAS, a separated bicycle path would be a good incentive to attract economic development into Jefferson County, and,

WHEREAS, a bicycle lane along the length of the Hwy 26 Corridor expansion would link the Drumlins, Wild Goose, and Glacial River trails, creating a vital link in Wisconsin's recreation trail system, which would stimulate local tourism and economies, and,

WHEREAS, separated bicycle paths are much safer and therefore much more likely to be used by bike commuters and recreationalists than non-separated bicycle lanes, and,

WHEREAS, bicycling promotes health and fitness, which reduces health care costs and associated burdens on society, and,

WHEREAS, the incorporation of a bicycle lane done during the planning and construction of the Hwy 26 utility expansion will be cost effective and efficient,

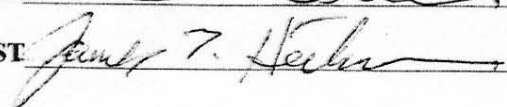
NOW, THEREFORE, BE IT RESOLVED, that the City of Lake Mills does hereby support the simultaneous construction of a separated bicycle and pedestrian path within the Hwy 26 freeway corridor expansion right of way, and,

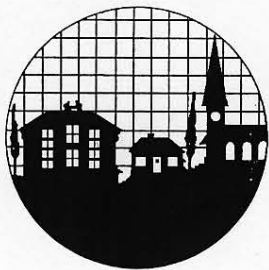
BE IT FURTHER RESOLVED, That the City of Lake Mills goes on record requesting the WisDOT to build a diverse transportation system, which includes human powered methods, reflecting the will of the people and the future environmental and economic needs of Jefferson County.

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the WisDOT, Jefferson, Dodge and Rock counties, all state and federal representatives and all municipal governments along the Hwy 26 corridor expansion project.

PASSED AND ADOPTED by the Lake Mills City Council, this
1st day of February, 2005

SIGNED  Dan Stevens, Council President

ATTEST  James E. Heilman, City Clerk-Treasurer



CITY OF WATERTOWN

ENGINEERING DEPARTMENT

106 Jones Street • P.O. Box 477 • Watertown, WI 53094-0477
(920) 262-4040 • FAX (920) 262-4042

JOSEPH M. RADOCAY

City Engineer
(920) 262-4050

PETER L. THOMPSON

Assistant City Engineer
(920) 262-4045

February 17, 2005

WI Department of Transportation
Attn: Barb Feeney
District 1
2101 Wright Street
Madison, WI 53704-2583

Re: Plans for Highway 26 Bike Path

DD	DDD	ADMIN	P/R	R/E
DES	FEB 15 2005			PLAN
TRAF	TSS	CONST	MAINT	FILE

Dear Barb:

The Watertown Common Council, at its regular meeting of February 14, 2005, unanimously approved Exhibit #6969 in support of the idea of establishing a separate bicycle path within the State Highway 26 expansion right of way projects by the Wisconsin Department of Transportation. It is felt that incorporation of this bicycle lane done during the planning and construction of the Highway 26 expansion and bypasses will be cost effective and efficient.

I also believe the City of Fort Atkinson has supported this same concept.

If you have any questions, please give me a call.

CITY OF WATERTOWN

Joseph M. Radocay
Joseph M. Radocay, P.E.
City Engineer

JMR/nmz
Enclosure

RESOLUTION

Sponsor: Alderman Yenser
From: Public Works Commission

WHEREAS, this resolution is in support of establishing a separate bicycle path within the State Highway 26 expansion project right of way; and

WHEREAS, the Wisconsin Department of Transportation is making plans for a 30 mile bike path from Janesville through Jefferson County and Dodge County and would be in various sections of Highway 26 and Highway 26 bypasses forthcoming; and

WHEREAS, a bicycle lane along the length of the Highway 26 corridor expansion would link the Drumlin, Wild Goose and Glacial River trails creating a vital link in Wisconsin's recreation trail system, which would stimulate local tourism and economics; and

WHEREAS, Jefferson, Rock and Dodge Counties are in danger of becoming ozone non-attainment areas and bicycle commuting would help reduce vehicle emissions; and

WHEREAS, the incorporation of a bicycle lane done during the planning and construction of the Highway 26 expansion and bypasses will be cost effective and efficient.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Watertown that the Watertown Common Council does hereby support the simultaneous construction of a separated bicycle path with the Highway 26 corridor expansion right-of-way.

BE IT FURTHER RESOLVED, that a copy of this resolution be sent to the Wisconsin Department of Transportation and Jefferson County Economic Development Consortium.

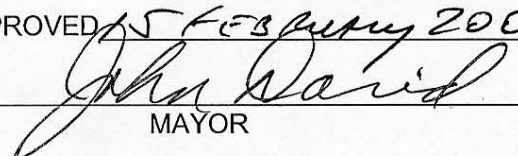
This is to certify that I have compared the attached copy with the original record now on file in my office and that the same is a correct transcript thereof and of the whole thereof. In Testimony Whereof, I have hereunto subscribed my name and affixed the seal of the City of Watertown this 15th day of FEB, 2005.


City Clerk/Treasurer

ADOPTED 14 FEBRUARY 2005


CITY CLERK/TREASURER

APPROVED 15 FEBRUARY 2005


MAYOR

Subject: Bike Trails in Jefferson County

Date: Monday, April 25, 2005 1:07 PM

From: Mark_Weaver@nps.gov

To: <prairiedf@globaldialog.com>

Greg:

Thanks for the update on the status of bicycle route planning in Jefferson County. While I'm not up to speed on the details of this particular project, I certainly want to add my two cents of support to provide interconnected alternative transportation networks in the county and beyond.

As you know I represent the National Park Service Rivers, Trails and Conservation Assistance program (RTCA). Our mission is to assist communities with the planning, organization and installation of trails, the protection of cherished lands and the restoration of rivers outside of our National Parks. RTCA representatives provide free services tailored to the needs of each community to ensure that a vision held by the community is actually implemented. Projects I have been involved in include: the Portage WI Area Trails Heritage System- a comprehensive trails plan for Portage and its surroundings; Town of Middleton WI Comprehensive Trails Plan providing a structure for coexisting hiking, biking and equestrian trails access and; the Saginaw Bay Greenways Green Infrastructure plan in Michigan providing a framework for greenspace protection and recreation trails in Saginaw, Bay and Midland counties in eastern Michigan .

I'm sorry I can't attend the meeting on Tuesday May 26th, but I do want you

to know that your work to ensure safe bicycle routes across Jefferson county and beyond is a commendable effort. I fully support your work..

Please feel free to contact me at any time- I'm happy to help out however I can.

MARK WEAVER
Community Planner
National Park Service Rivers and Trails Program
America's Outdoors
626 E. Wisconsin Avenue
Suite 100
Milwaukee, WI 53202
phone: 414-297-3617
fax: 414-944-3660
alt phone: 414-297-3693

JANESVILLE PARKS DEPARTMENT

April 26, 2005

Rose Phetteplace
District 1 WISDOT
2101 Wright Street
Madison, WI 53704

Barbara Feeney, Project Manager
STH 26 Bike Route
District 1 WISDOT
2101 Wright Street
Madison, WI 53704

Re: STH 26 Corridor Bike Route

As you know, a study to identify bike routes and linkages parallel to STH 26 to facilitate inter-community commuting began about a year ago. Thus far the outcome of these efforts has been disappointing. This is because most of the identified on-road bike routes are not the in the long-range best interest of the affected communities. Furthermore, the reality is that budget strapped local units of government simply will not unify to complete this plan, nor will they assume the overwhelming roles of bike route coordination, grant writing, funding and building.

The correct solution along the STH 26 corridor is to commit to and fund a comprehensive off-road STH 26 bike trail system linking Janesville with Jefferson County. Off-road trails are necessary to ensure safe travel for all bikers who will be greatly constrained once the highway is complete. Because a new highway corridor is being constructed north of Janesville to the county line, the state has an opportunity to incorporate an off-road bike/pedestrian trail in that project. The attached map illustrates where we believe the trail should be located. The proposed trail could ultimately connect to a planned City of Janesville trail that is being extended north to STH 26. The trail could then continue along the north side of STH 26 to the county line and connect to an existing trail in Jefferson County currently paralleling STH 26.

Guided largely by WISDOT funding, Janesville now benefits from 26 continuous miles of off-road trails. Off-road trails have proven to be the most desirable alternative for a safe bike trail system, which in this case provides a regional connection.

We recommend connecting the 48 miles of STH 26 corridor, via an off-road trail, with Janesville's existing 26 miles of off-road trail. Off-road trails best utilize existing state project commitments, and best serve motorists, bikers and pedestrians. We recommend that WISDOT incorporate an off-road trail into their plan, which would greatly promote inter-city and regional bike trail connections in southern Wisconsin.

Sincerely,







Tom Presny
Parks Director

Brad Cantrell
Community Development Director

Darren Fortney, SEH Project Manager
STH 26 Bike Route Steering Committee members

CITY OF JANESVILLE, LEISURE SERVICES DIVISION
17 N. FRANKLIN ST., JANESVILLE WI 53545
PHONE: (608) 755-3030 FAX: (608) 755-3198
E-mail: leisure@ci.janesville.wi.us

STATE HIGHWAY 26 BIKE TRAIL PROPOSAL

-  Proposed STH 26 Alignment
-  Planned N Wright Road Extension
-  Existing Bike Trails
-  Planned Bike Trail Extensions
-  Proposed Bike Trail



CITY OF JANESVILLE
PLANNING DEPARTMENT

J:\Development\GADD\Planning\Bike\Hwy26-to-Jefferson-Co



Map Date: 4-12-05
Scale: 1"=4800'

